Longer hours for sale of tickets

4642. SHRI YERRA NARAYANA-SWAMY: Will the Minister fo RAILWAYS be pleased to state:

(a) whether there is any proposal to have longer hours for ticket sales at important Railway stations like Vijaya-wada and Rajamundry;

(h) if so, what logistic problems are there in keeping ticket selling hours open tin 10 P.M. every day;

(c) whether South Central Railway will consider organising more longer hours for sales of Railway tickets; and

(d) the steps Government propose to take in this regard?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (d). Booking Windows for unreserved tickets are kept open round the clock at all important stations like Vijayawada and Rajamundry. At other stations these are opened two hours before the scheduled arrival of the trains Additional Booking counters are opened to meet the rush of passenger traffic during summer rush period and melas and festivals and also on day to day basis whenever necessary and feasible.

. The working hours of the reservation counters in the computerised passenger reservation offices on Indian Railways are from 0800 to 2000 hour*. After this time the computer system has to be utilised for generating accounting reports and performing other critical functions which need to be carried out pricw to the opening of reservation on the subse-quent day.

Impact of imigauge policy on fireigbt movemenl in SC Railway

4643. SHRI YERRA NARAYANA-SWAMY; Will the Minister of RAIL-W.\YS be pleased to state:

(aj whether there has been any visible impact on freight movement in *1994-95 due* to progressive implcmeination of the unigauge policy in South Central Railway; and

(b) if so, the details of increase in freight on the newly converted broad-jgauge sectors in S.C. Railway?

THE MINISTER OF RAILWAYS (SHRI C. K, JAFFER SHARIEF): (a) Yes, Sir.

(b) 0n S. C. Railway gauge conver sion works have been completed between Manmad-Parbhani-Parli facilitating through movement of BG trains from Manmad to Sscunderabad and Wadi. The details of average wagon inter-change at Manmad and Pari; are as under :

	92-93	93-94	94-95	%increase during 94-95 over 92-93
Manmad	85	105	289	240
Parli	35	182	170	386

Impact in respect of other converted sectors could be assessed when the balance conversions are completed to establish a complete BG freight traffic route.

Cost and benefit of uui-gaiige polky

4644. SHRI YERRA NARAYANA-iSWAMY: Will the Minister of RAILWAYS be pleased to state;

(a) whether any comparative study has been done on the cost and benefit of unigauge policy vis-ia-vis doubling of one track sector;

(b) if so, what are the findings of the study;

(c) whether there is any ground fer giving more emphasis to doublingi of single track rather than pursue th» unigauge policy; and

(d) the details of any assessment done On this comparative advantage?